

WANTS

SITUATIONS WANTED.
Situations and Help Wanted Ads. will be inserted FREE.

YOUNG man, speaking English and French, desires situation as clerk, bookkeeper or salesman; best references. P. J. S., Bulletin. 2052-1w

WANTED—By an experienced accountant, a situation in the city; has been 15 years on plantations in these islands, but now intends to remain in Honolulu; first-class references. Address: L. K. L., Bulletin office. 2052-1w

ARITHMETIC, bookkeeping, writing, grammar, etc.; day or eve.; \$5 mo. S. A., this office. 2052-1w

WANTED—By a young man, experienced as bookkeeper or clerk, position; first-class references. Address: P. O. box 827. 2052-1w

WANTED—By a young man from the Coast, position as shipping clerk; best references. H. E. G., Bulletin. 2052-1w

WANTED—By a young married man, work of any kind. C. F., Bulletin. 2052-1w

WANTED—Position by young woman as nurse or governess for children. A. C., Bulletin. 2052-1w

WANTED—Position by young man as bill clerk. R. A., Bulletin. 2052-1w

WOULD like position as watchman or porter by middle-aged man. P. E., Bulletin. 2052-1w

WANTED—Position as night watchman; best of references. Industrial, Bulletin. 2052-1w

EXPERT Japanese, first-class cook, wants situation, housework and small washing. K. O., Bulletin. 2052-1w

FIRST-CLASS lady piano teacher, easy method, will take pupils reasonable. O., this office. 2052-1w

GARDENER—German, practical, understands gardening in all its branches, wants situation; private family. H. F., Bulletin. 2052-1w

AN Eastern gentleman desires to give private lessons in English branches at pupils' homes. Address: C. H., Bulletin office. 2052-1w

A COMPETENT and careful driver, well acquainted with city and outside districts, desires situation. Address: G. S., this office. 2049-1w

Ads in this column will be inserted

SPECIAL NOTICES.

LADIES wishing to commence instruction this month on the American Queen Ladies Tailor System. L. X., this office. 2052-1w

SPECIAL NOTICE—Bonds furnished to any amount for the man holding position as guardian, postoffice official or any other position of trust. Honolulu Investment Co. 2051-1w

NOTICE TO BUILDERS—The Union Express Co. has WHITE SAND FOR SALE. 1543-1w

WANTED

WANTED—At once, young man for insurance office; one who understands shorthand preferred. E. C., Bulletin. 2054-1w

WANTED—A young man who writes a good hand and has some knowledge of bookkeeping. W. W., Bulletin. 2054-1w

TWO or three rooms in vicinity of Emma Square or thereabouts, not to exceed \$15, for light housekeeping; best of reference. E., Bulletin. 2052-1w

WANTED—Property owners to know that plate glass can be insured from any form of breakage at The Honolulu Investment Co. 2051-1w

WANTED—Second-hand flat-top desk, with drawers at both sides, leather on top preferred. Address: Desk, Bulletin office. 2050-1w

WANTED—To buy pineapple plants, cheap; state price, variety, location. Address: A. B., Bulletin. 2048-1w

WANTED—500 men to shave for 15c. Jeffs, 43 King St.; five white barbers. 2011-1w

FOR LEASE.

TO LET—Cottages off School St. nr. Nuanu, \$15 and \$17. On Inaue, Anulu road, \$12.50 and \$6.50. P. E. R. Strach, 32 Campbell block, 316 Fort St. 2051-1w

TO LET—Roomy bath tub, with either hot or cold water and all modern improvements, all at Silent Barber Shop. 2019-1w

TO LET—Furnished cottage, on the corner of Fort St. and Fort Lane. Inquire of M. C. Pacheco, Bulletin office. 2053-1w

TO LET—Residence of J. Cassidy, Waikiki, furnished, good eating; vacant January 15th. Apply Waterhouse & Podmore, Bethel and King. 2027-1w


TO LET—Cottage, with stable, at Waikiki; \$20. Three-room cottage, centrally located; \$15. Apply No. 8, Cottage Grove, King St. 2047-1w

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F. M. BROOKS—Attorney; rooms 9-10, Spreckels bldg.; Tel. Main 344.
CARLOS A. LONG—Attorney; 15 Kaahumanu St.; Tel. 581 Main.

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J. H. LOVE, Mgr.

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DAMIAN COUGIL NO. 563—Young Men's Institute, meets every second and fourth Wednesday in the month.

GROCERIES.

J. E. GOEAS—Beretania near Emma St.; Tel. 2312 Blue.

S. J. SALTER—Successor to Salter & Watty; 712 Fort St., Orpheum bldg.; Tel. 681 Blue.

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WONDERFUL STRIDES MADE BY OIL FUEL

With the near advent of oil as a fuel in these islands the following extracts from a paper read at a meeting of the California Petroleum Miners' Association in San Francisco recently will be of interest. The report shows that where about two years and a half ago there was roomed in San Francisco less than a thousand barrels a year, now there are being actually consumed over a million barrels for fuel purposes. Nearly one hundred and fifty manufacturing establishments are using the new fuel, among them being the electric and cable street railways, foundries and factories, electric light and gas companies.

The paper was read and compiled by Dr. C. T. Deane, the secretary of the Miners' Association, which has as its officers and directors the following gentlemen: Hon. M. H. de Young, Gen. J. M. Graves, Arthur H. Briggs, O. A. Lane, Dr. C. T. Deane, E. P. Heald, George X. Wendling, Edward A. Denicke, Henry J. Crocker, W. A. Jacobs and W. B. Simmons.

Mr. President and Gentlemen of the California Miners' Association: At the request of the Board of Directors of the California Petroleum Miners' Association, I present the following facts and suggestions on the oil mining industry of the State, to your honorable body. In it are included statistics gleaned from the most reliable sources upon the subject, which will demonstrate to you the marvelous development which has taken place during the last twelve months along the great oil belt, together with the possibilities in store, from a commercial standpoint, for an industry which already ranks as one of the most important in the State.

The fact that oil existed in California was established years ago. As far back as 1856 oil was produced from wells in Los Angeles and again later in 1864 the discovery of seepage in other counties started an excitement which spread all over the State, and which has not long since recently the movement in the industry has been spasmodic and to a large extent speculative, little practical work having been done in the field.

The development of the natural resources of California has been divided into epochs, following each other in rotation. First came the gold, then agriculture, next the fruit, and finally we have oil, which seems destined to prove the greatest of all. These epochs, opening as they do in sequence, have always proved opportune, arriving invariably at a time when the necessities of the community called for some stimulating influence.

I do not suppose that any delegate to this convention can doubt that within the course of the next few years the present annual gold yield of the State will be more than doubled; that the production of the great gold fields will attract the attention of the world will increase ten-fold, or that with the aid of the oil-burner smelters will be at work turning out iron, from the vast deposits of that metal, which until now have been unavailable, through the aid of cheap fuel.

Oil at \$1 a barrel is as cheap as coal at \$2.50 a ton. It does not require the eye of a prophet to see in the near future the shores of this great bay dotted with factories run by oil, railroads and steamships carrying the products of the farm and the great ocean liners wending their way out of the Golden Gate, across the broad Pacific with oil as a fuel.

Development work at different points has determined the existence of a well defined oil belt, stretching the entire length of the State, from Siskiyou to San Diego. It has been traced beyond our boundaries both north and south. From a wide belt spirals branch out towards the coast, as indicated by the Summerland wells in the ocean, and the recent gusher in the northern portion of Santa Barbara county close to the sea.

The consumption of railroads alone in the last quarter was over a million barrels, and all this is only home demand, without taking into consideration the exports. The Hawaiian Islands' sugar planters have contracted for 1,000,000 barrels for the coming year, and that by only six companies. When the means of transportation are perfected these islands alone will take more than double that quantity.

The supply of oil available is not represented by any means by the present monthly yield, the output being checked by price and transportation.

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DR. SLOGGETT—Eye, Ear, Nose and Throat; office at Eye and Ear Infirmary, Alakea St. Hours 9 a. m. to 4 p. m.

DR. FRED. W. HODGINS—Eye, Ear, Nose and Throat only; office Alakea St., lately occupied by Dr. Murray; office hours 9 a. m. to 4 p. m.

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facilities. It is now certain that during the next year at least one pipe line, and perhaps two, will connect the Kern river district with tidewater. The cost of such a line is estimated at \$4,000,000—put at a large sum when taking into consideration the value of the properties involved. One hundred millions is a modest estimate of the oil lands of California today, not taking into account the immense value of the improvements, in the way of wells, machinery, pipe lines, tankage, etc.

In regard to the yield of oil at the present time, the Kern river field is represented by 447 producing wells averaging sixty barrels of oil per day each, or 26,820 barrels per day, or 804,600 barrels per month. In the Sunset district there are fifty wells, with an average production of 70,000 barrels per month. The yield of the Coalinga district has an average of 300,000 barrels per month. The McKittrick output for September was 300,000 barrels, which is a fair average. The Los Angeles field has an average of 35,000 barrels per month, with tankage for 1,000,000 barrels. Mr. W. L. Watten's estimate for the total yield for the year is 7,000,000 barrels. Colonel M. M. Ogden estimates the total output of this year as seven and a half millions.

The transportation companies are now moving oil from most of the districts as fast as it is offered. The line into Sunset is about completed. Mr. Charles M. Hays, until lately President of the Southern Pacific Railroad, wrote me under date of August 23d last, that his company had then in service 345 tank cars of 155 barrels each capacity, which would be increased to 600 when those under construction were completed, which they probably are by this time.

For the month of September the Southern Pacific and Santa Fe moved out of the Kern river, McKittrick and Coalinga districts a total of 353,000 barrels of oil.

Next in order to adequate transportation comes the necessity of tankage facilities, the construction of which is most important to producer and consumer. There is room in San Francisco for a large company of this kind, and I understand one is to be formed in the near future.

The reason the railroads have not used oil exclusively is the necessity of erecting tanks along all their lines, where they now have coal bunkers. In time when this work is accomplished the companies will all use oil to the exclusion of wood and coal.

Afloat in the steamship service oil will also prove a prominent factor. I have just received assurances, from the very highest authority that before many months have passed there will be established here a line of tank steamers to carry oil, and in addition to this we are informed that at least one line of freight steamers from this port are having their ballast tanks overhauled and reinforced in order to carry oil in any quantity to every port of call made by them. These tank steamers will use oil for fuel entirely, and this will undoubtedly be followed by the introduction of oil on many of the present sea craft as a means of propulsion. It will mean a large economy in running expenses.

A 1000-ton steamer uses about twenty-five to thirty tons of coal a day, a heavy outlay, which will be reduced by 50 per cent nearly by the introduction of oil. Moreover, it does not follow because a vessel uses oil she should not also use coal in case of necessity. In a recent experimental test in the North Sea off the coast of England, a steamer running at the rate of ten knots an hour, changed while in motion from oil to coal in twenty-three minutes, without any interference with her headway while making the alteration. Another point in the new fuel is the short space of time involved in renewing the supply. While it takes an average of two days to coal a ship it will only require a few hours to take on oil, securing a more speedy dispatch.

Added to the large quantity of oil consumed in manufacturing, the railroads will utilize during the present year over 4,000,000 barrels of oil. The Southern Pacific has over 900 locomotives in service, the Santa Fe over 200 in this State, and the other railroads operating in the State about 100. A locomotive will use from twenty-five to thirty barrels of oil per day when in service, so that the demand from this source alone is quite an important factor in the actual consumption.

During the past year the price of oil has been controlled, as all commodities must be, by supply and demand. The yield so exceeded the consumption at the time that the price at the well fell as low as 25 cents a barrel. The necessity of many of the companies who held their lands on leases compelling them to pay royalties of from 12 to 30 per cent, and also compelling them to sink a certain number of wells within a given time, necessitated the sale of oil to obtain the necessary funds with which to continue work. This unfortunate condition of affairs can only be ascribed to the first wild rush of thousands of people when the boom took place in the oil lands. This, however, is only a temporary condition, and the change from coal to oil for steam purposes is going on as rapidly as business conditions will warrant.

In Los Angeles an association controls the output of that field, and more recently a powerful organization with a capital of forty millions has been formed to handle the output of the Kern river and McKittrick districts on a basis which will prove remunerative to property owners. Already 85 per cent of the producers there have signed an agreement, and it is only a question of time when others will realize that it will be to their interests to join the combination also. If they should conclude, however, to remain out, it will have little bearing on the general result.

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